

1770 Heatherington Road

Planning Rationale
Minor Zoning By-law Amendment and Site Plan Control
April 8, 2026



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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained to prepare this Planning Rationale in support of a Minor Zoning By-law Zoning By-law Amendment and Site Plan Control Application for lands municipally known as 1770 Heatherington Road, located in the Heron Gate neighbourhood of the City of Ottawa (“the subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject site and compatible with adjacent development and the surrounding community. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package.

1.1 Summary of Proposal

The applicant is seeking to redevelop the subject site with two (2) four (4) storey residential buildings consisting of 45 units each for a total of 90 units. Lot 1 is the most northern building while Lot 13 is the southernmost building.

1.2 Required Applications

To facilitate the proposed redevelopment, Minor Zoning By-law Amendment and Site Plan Control applications are required. These applications will facilitate the proposed redevelopment and intensification of the subject site with low-rise, residential development.

1.3 Public Consultation Strategy (MZBA + SPC)

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the months after the application has been submitted.

In Ottawa, Minor Zoning By-law Amendment applications are subject to the requirements for the posting of signs on the property, Pre-consultation Community heads up, notice to property abutting property owners, and Ward Councillor’s concurrence.

The process may include:

- / **Notification Sign Posted on Subject Property.**
- / **This application constitutes the formal submission of application information and materials for Official Review.**
- / **Community “Heads Up” to local Community Association, where applicable, to be completed by the City of Ottawa during the application review process.**
- / **Ward Councillor “Heads Up”, to be completed by the City of Ottawa during the application review process. Councillor Bradley will also be contacted through the City of Ottawa to confirm she concurs with the application proceeding through the established delegated authority process allowing for a decision provided by City Staff.**
- / **Community Information Session (If Requested)**
 - o A community information session may be held to discuss the proposed development following this submission if requested by the Community Association or Ward Councillor Jessica Bradley.
- / **Notification of amendment request to abutting property**

1.4 Site & Application History

The subject site was previously used as a municipal garage and salt storage yard until 2012 and has since sat vacant. More recently, the site has been selected for redevelopment in partnership between Ottawa Community Housing and the City of Ottawa to feature affordable housing.

The site, which was previously zoned IG1[2663], General Industrial Subzone 1, Exception 2663, was subject to a City-led zoning by-law amendment process that established the current Residential Fourth Density, Subzone M, Exception Zone (R4M[2982]) on the lands.

A subsequent City-lead application for a Draft Plan of Subdivision (D07-16-24-0017), is also active and will determine land division and associated conditions for future development.

Through the draft plan of subdivision, the master plan for the entire area includes approximately 158 residential units, a new road, and public park, on the vacant portion of a parcel owned by the City of Ottawa. The form of residential development is set to be two low-rise apartment buildings (current application) and ground-oriented units (future applications).

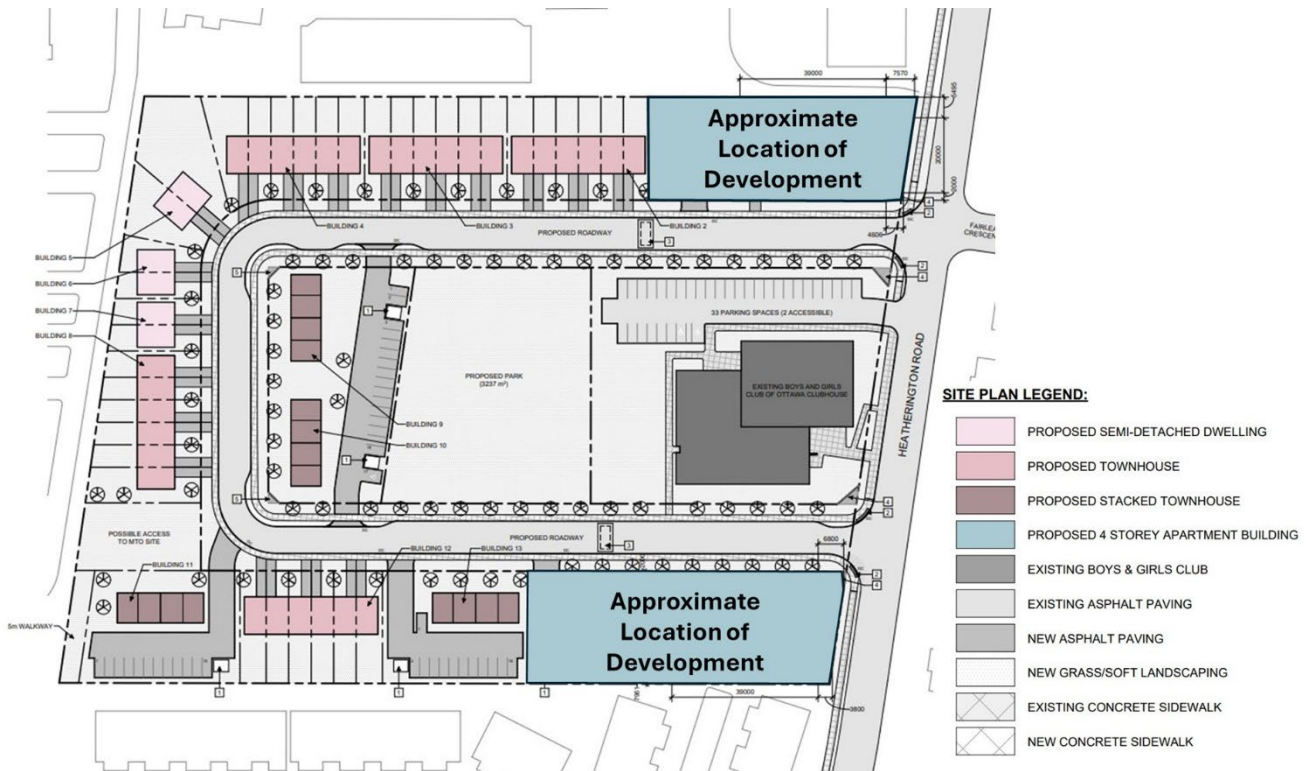


Figure 1 Overall Site Redevelopment Concept Plan.

Overall, the entire site is currently vacant. The central portion of the lot with frontage along Heatherington Road was previously severed and now hosts the approved and constructed Boys and Girls Club of Ottawa clubhouse. As the plan of subdivision has not been approved and registered at this time, the applications will proceed under the framework of a single lot for zoning purposes.

Site Context and Surrounding Area

2.1 Subject Site

The subject site is known municipally as 1770 Heatherington road and is a “c” shaped property. As noted, the site was previously owned by the City of Ottawa which used it as a municipal garage and salt storage facility. The subject site is currently vacant and has a total area of 32 172.11 square metres. The portions of the site subject to this development application are the two areas with frontage along Heatherington Road. In time, a plan of subdivision will create separate lots to realize this eventual lot fabric. The two lots are referenced as Lot 1 and Lot 13 in this report. The subject site is located approximately 70 metres south of Walkley Road. The property surrounds a Boys and Girls club which was built in 2021.



Figure 2: Aerial image of the subject site and surrounding area

2.2 Surrounding Context

North: Abutting the subject site to the north is a commercial corridor which runs alongside Walkley road. The commercial corridor is occupied by a variety of uses including a grocery store, restaurant, mosque and two commercial plazas. Further north are additional commercial plazas and Sandalwood Park.

East: Abutting the subject site to the east is Heatherington Road. Beyond Heatherington Road is a low-rise townhouse complex consisting of two-storey townhouse dwellings with surface parking. Further east is a mid-rise apartment building.

South: Abutting the subject site to the south is a low-rise townhouse complex consisting of two-storey townhouse dwellings. Further south is Prince of Peace Catholic School, beyond which lies a large vacant lot and a hydro corridor.

West: Abutting the site to the west is a DriveTest facility with associated driving track. Further west is a low-rise townhouse complex as well as the Richlin Apartments, a high-rise apartment building.

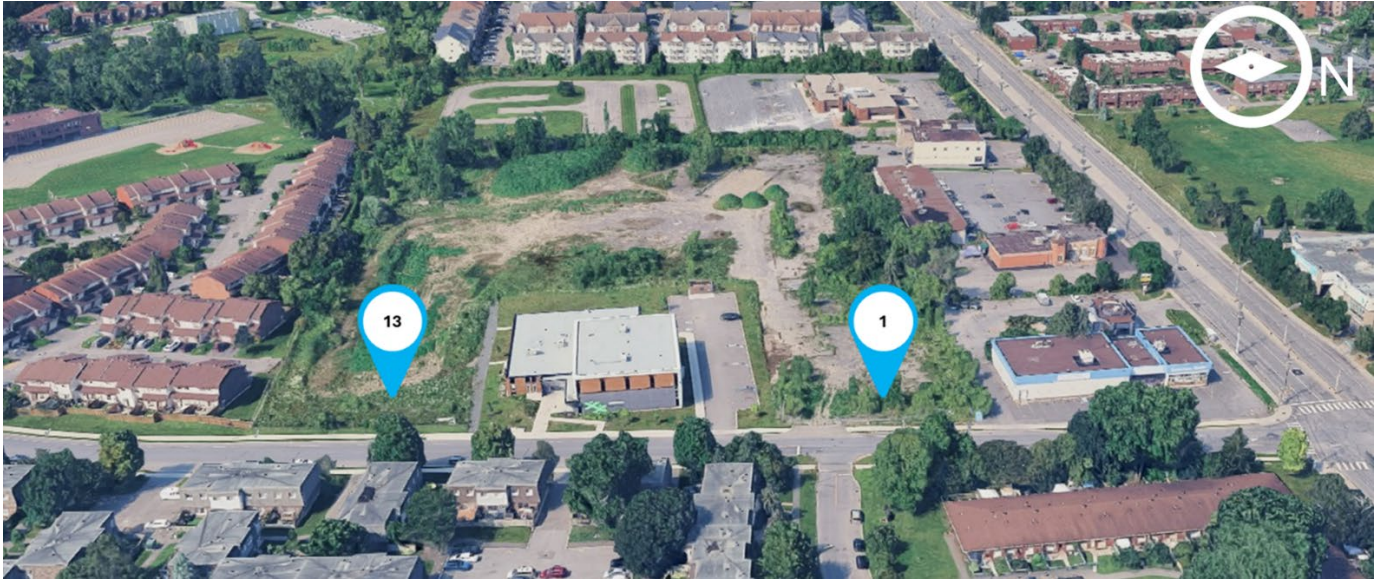


Figure 3 Aerial of subject Site looking west.

2.3 Road Network

The subject site abuts Heatherington road which is identified as a collector road on Schedule C4 - Urban Road Network of the City of Ottawa Official Plan. Walkley Road to the north of the subject site is identified as an arterial road. Arterial Roads are those which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate vehicular traffic as well as pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity.

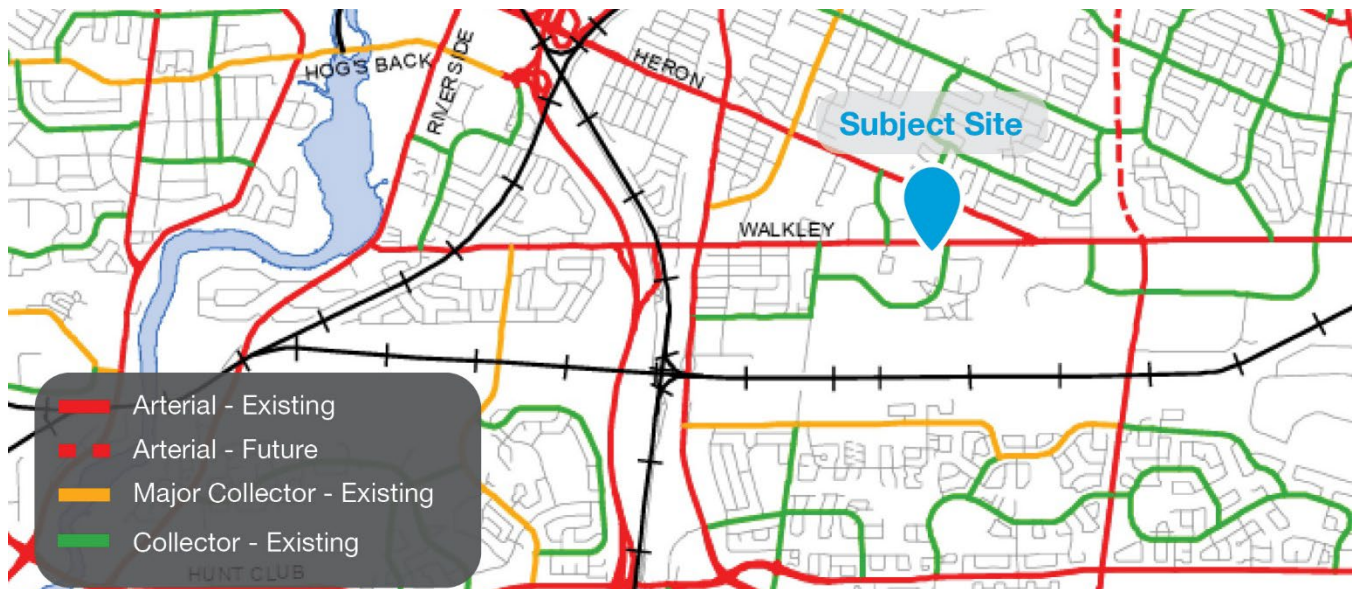


Figure 4: Schedule C4 - Urban Road Network, City of Ottawa Official Plan

2.4 Transit Network

Walkley road to the north of the subject site is Transit Priority Corridor on Schedule C2 – Transit Network of the City of Ottawa Official Plan. Transit Priority Corridors refer to roadways with frequent street transit that is prioritized by the implementation of transit priority measures. The Transit Priority Corridor works with the City’s Rapid Transit System to provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses. Heron Road (400 metres west), of the subject site is identified as an At-Grade, Transitway with a conceptual station located at the intersection of Walkey and Heron Road.



Figure 5: Schedule C2 Transit Network, City of Ottawa Official Plan.

According to the OC Transpo Network Map, the subject site would be served by route 44 and 92. Route 44 is a frequent route while route 92 is a local route. Frequent routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM, and operate seven (7) days a week in all time periods. Local routes provide custom routing to local destinations.



Figure 6: OC Transpo Network Map

2.5 Active Transportation

As identified in the City of Ottawa Transportation Master Plan, the subject site is located south of a Spine Route, which is designated to provide efficient travel for cyclists. The Spine Route runs along Walkley Road and provides connectivity to trails that lead both north and south. Also in close proximity to the subject site are the Cross-Town Bikeway along Herraon Road, and the Major Pathways hearing north from Heron and Walkley.

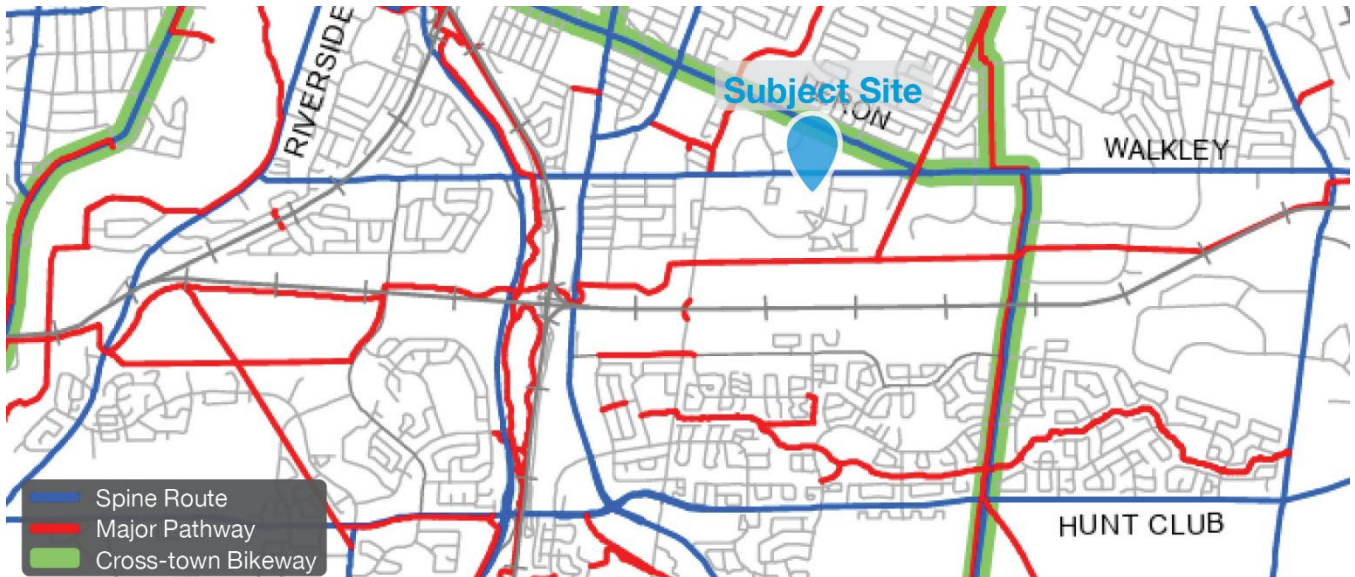


Figure 7: Cycling Network, City of Ottawa Transportation Master Plan.

3.0 Proposed Development

3.1 Overview & Design Brief

The current application is proposing to redevelop the subject sites known as Lot 1 and Lot 13 in the Draft Plan of Subdivision with two (2) four (4) storey residential buildings consisting of 45 units each for a total of 90 units. For reference, throughout this report, Lot 1 is the most northern building while Lot 13 is the southernmost building.

The overall site is subject to an ongoing City-led, Draft Plan of Subdivision Application. The proposed plan of subdivision will establish a new public street in a C-shape, with two access points onto Heatherington Road. The plan includes an 18-metre right-of-way, with sidewalks provided on both sides of the new road. The new roadway will front the south frontage of Lot 1, and the north frontage of Lot 13. A new public park is also proposed in the centre of the subdivision plan immediately behind the Boys and Girls Clubhouse; south-west of Lot 1 and north-west of Lot 2. Overall, the plan of subdivision proposal includes two (2) low-rise apartments (current application), five (5) blocks of townhouses, sixteen (16) stacked townhouse units, and three (3) semidetached dwellings (future applications), for a combined total of 158 dwelling units.

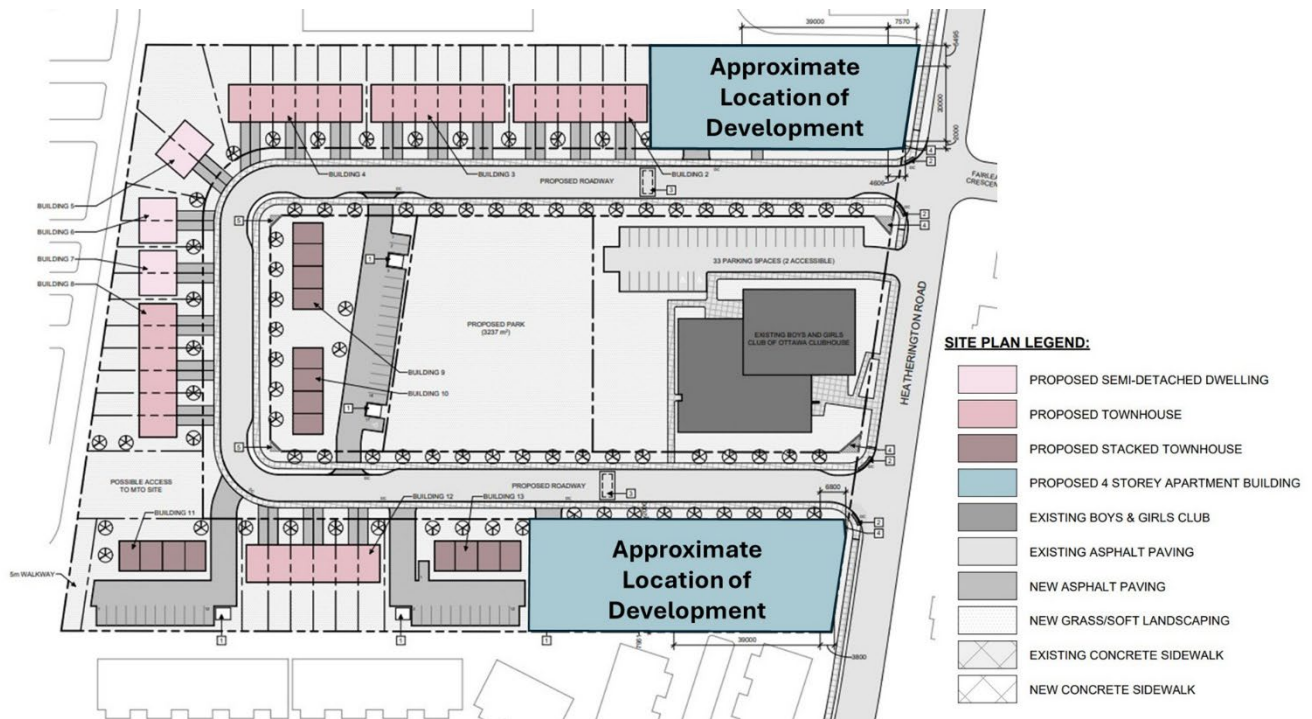


Figure 8 Demonstration Plan for future Plan of Subdivision.



Figure 9: View of both buildings proposed for the subject site.

Lot 1

The proposed development for Lot 1 is a four (4) storey residential building 14.5 metres in height consisting of 45 units. The development includes a surface parking lot that features nine (9) parking spaces for residents with no allocated visitor parking spaces as seen below.

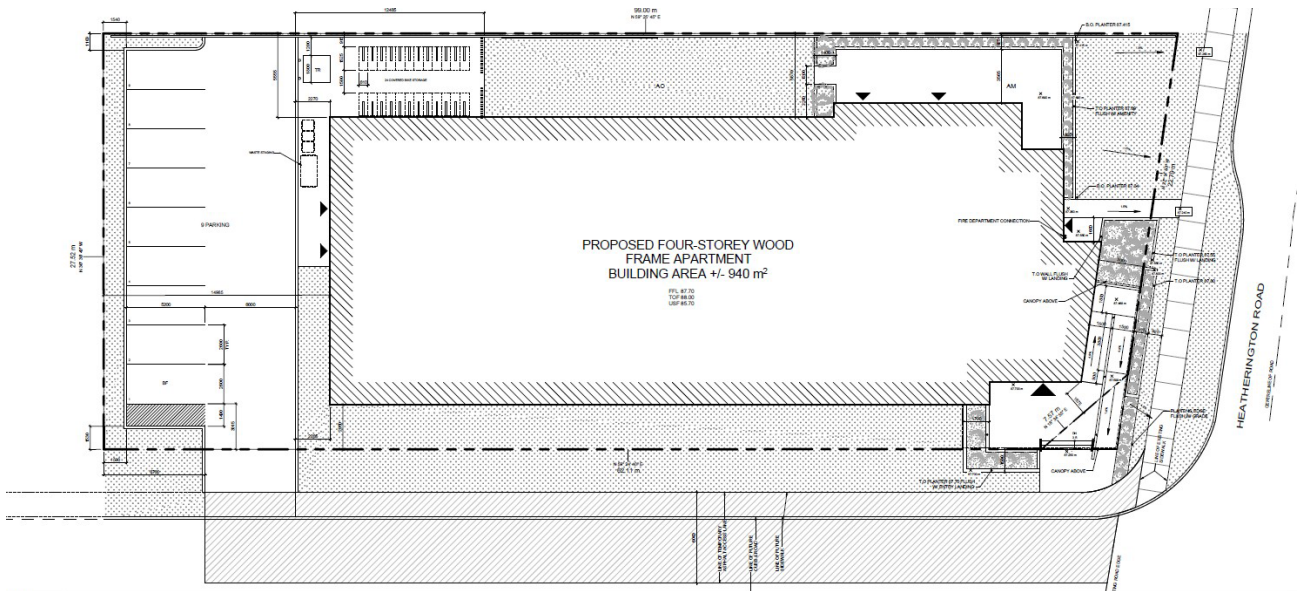


Figure 10: Site Plan for Lot 1.

The surface parking lot is located to the west of the dwelling and features landscape buffers between the parking lot and the adjacent property to the north and west. Access to the site is proposed to be provided via a 6-metre driveway aisle to the south of the site connecting the parking lot with the proposed new road. The driveway aisle provides adequate width to allow 2-way circulation on-site. In the future, the site will be accessed via the proposed new public roadway.

The breakdown of unit typology is seen below in Table 1.

Table 1: Distribution of Proposed Residential Units

Unit Type	Count	Percentage
Studio Unit	17	38%
1 Bedroom Unit	14	31%
2 Bedroom Unit	14	31%

The proposed development includes 288 square metres of amenity area which is located on the ground floor and exterior at-grade to the building within the side-yard.

Lot 13

The proposed development for Lot 13 is a four (4) storey residential building 14.5 metres in height consisting of 45 units. The development includes a surface parking lot that features twenty-five (25) parking spaces for resident spaces with no allocated visitor parking spaces as seen below.

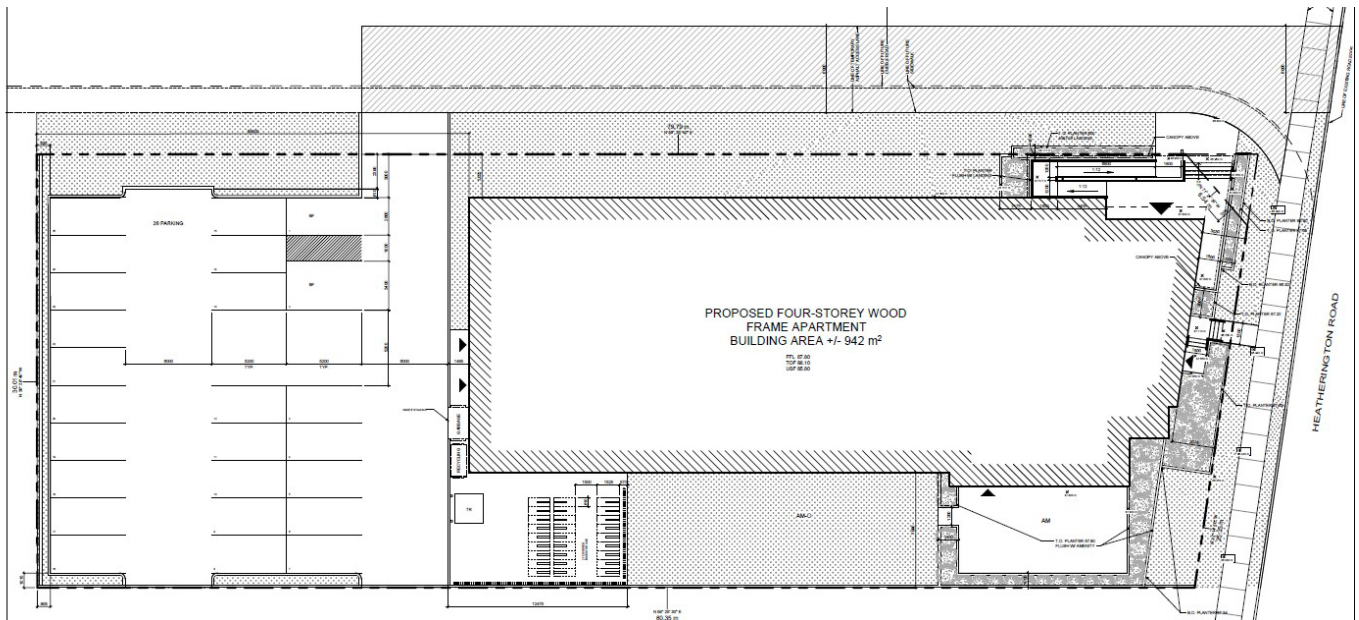


Figure 11: Site Plan for Lot 13

As with Lot 1, the surface parking lot is located to the west of the building, in the rear yard and features landscape buffers between the parking lot and the adjacent property to the west and south. Access to the site is provided via a 6-metre driveway aisle to the north of the site connecting the parking lot with the future proposed new road. The driveway aisle provides adequate width to allow 2-way circulation on-site. In the future, the site will be accessed via the proposed new public roadway.

The breakdown of unit typology is seen below in Table 2.

Table 2: Distribution of Proposed Residential Units

Unit Type	Count	Percentage
Studio Unit	17	38%
1 Bedroom Unit	14	31%
2 Bedroom Unit	14	31%

The proposed development includes 328 square metres of amenity area which is located on the ground floor and exterior to the building within the side-yard. .

3.2 Design Considerations

3.2.1.1 Public Realm and Private Property

The main entrance for both buildings is oriented towards the corners of both Heatherington Road and the proposed new roadway through the draft plan of subdivision with a prominent and well-designed landscaped landing, stairs, and glazed front façade at each corner. These facades are given prominence on both streets using an articulated architectural element and changes in materials. Large front facing windows are provided to ensure the building's interface with both Heatherington and the proposed public roadway is positive and complementary.

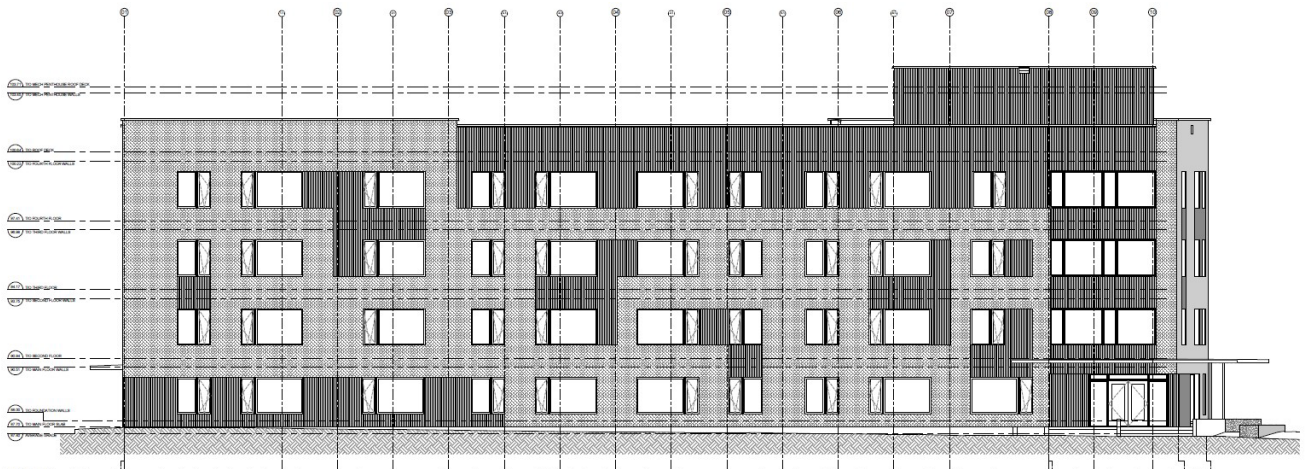


Figure 12 South Elevation for Building on Lot 1.

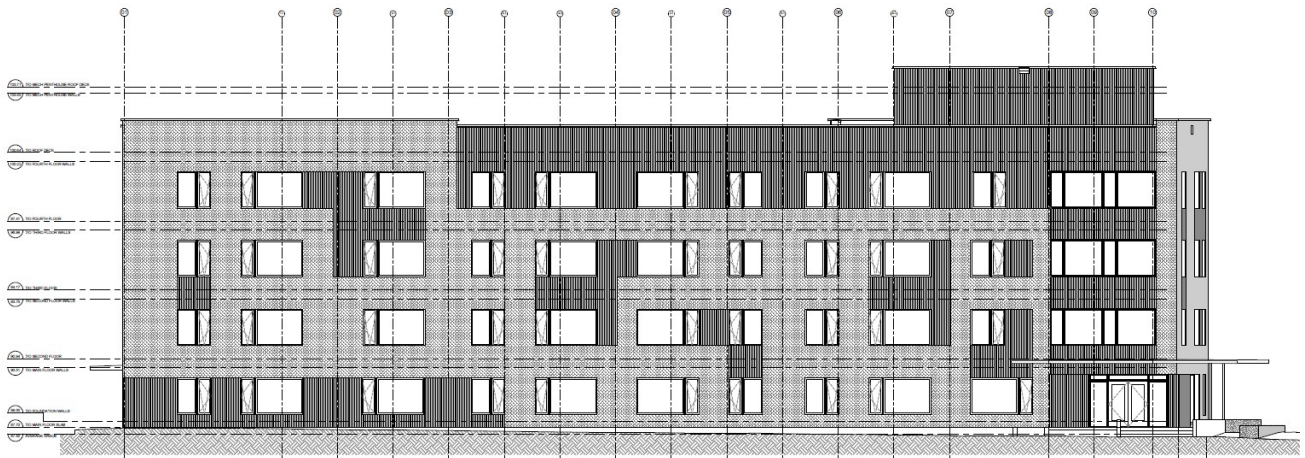


Figure 13 North Elevation for Building on Lot 1.

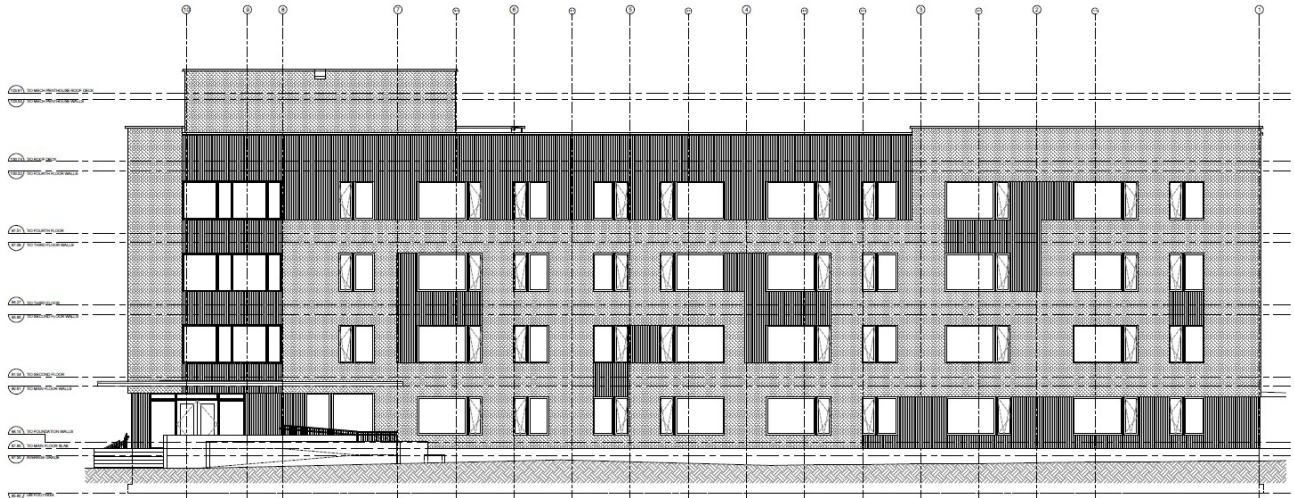


Figure 14 North Elevation for building on Lot 13.

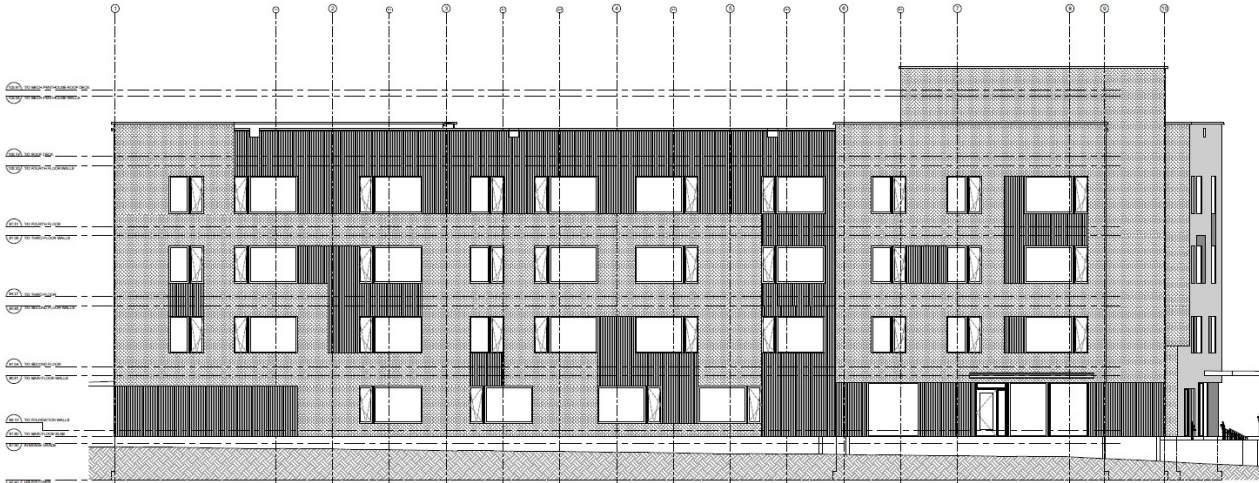


Figure 15 South Elevation for building on Lot 13.

Along Heatherington Road the proposed front yard setback for both buildings is positioned at an appropriate distance from the front property line to provide for a positive pedestrian experience. The front & corner side yards also include ample landscaping to provide visual amenity and a buffer between the proposed building, the public realm, and neighbouring properties. The orientation of both buildings, breaks in massing, proposed setbacks, building height, and the entrance and window treatments have all been carefully considered to ensure no undue negative impacts are created on the existing and planned community character and to promote a complementary and respectful design in relation to the abutting properties & public realm.

The proposed development represents a significant improvement of the existing vacant lot condition which will better animate and frame Heatherington Road with an appropriate low-rise built form representative of the existing and planned character of the street. A retained sidewalk and landscape buffer extends along the entire frontage of the subject property which will be maintained or refurbished after construction to City of Ottawa standards.

The landscaping strategy includes a program of both coniferous and deciduous tree and shrub plantings as well as outdoor amenity area to complement the design approach and to assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.

3.2.1.2 Materiality and Façade Treatments

The buildings are intended to be articulated with a mix of materials and siding to provide a modern and clean exterior finish. Large windows articulate the front and corner side facades and provide animated treatment and will ensure ample natural light to proposed units.

The design approach is carried around all four facades of both buildings. The facade and materiality choices, which will be finalized throughout the design process and will provide an complementary building aesthetic that adds visual texture to the buildings in a way that is compatible with nearby built-form and neighbourhood as a whole. The proposal employs a range of design approaches and treatments such as, lighting, tree planting, and high-quality architectural and facade treatments to foster a design that promotes and facilitates a positive street interface, public realm, and pedestrian experience while respecting the existing character and form of the area.

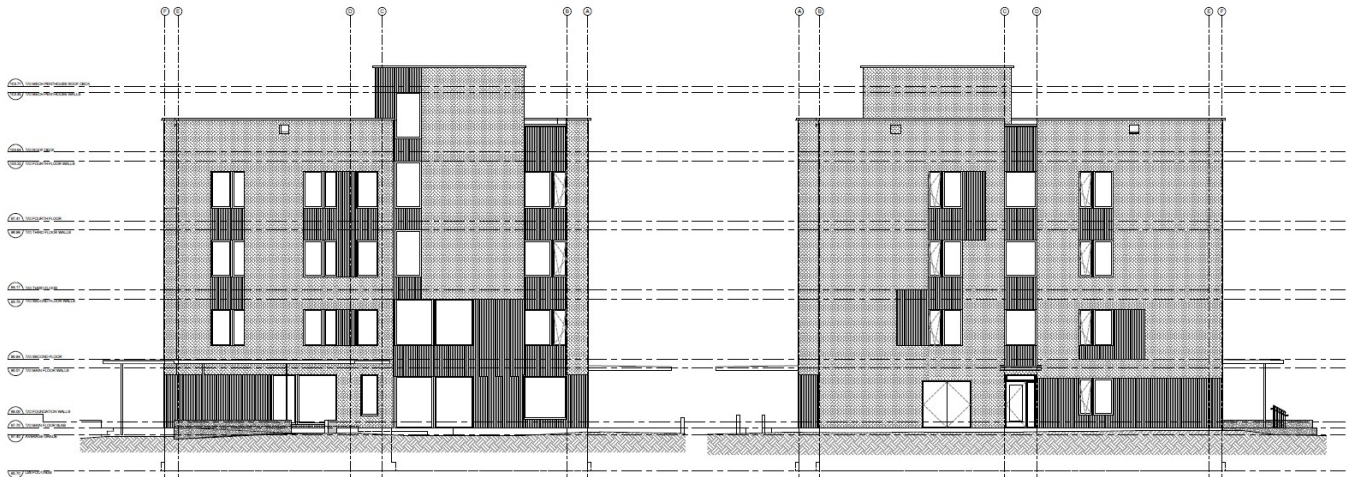


Figure 16 Lot 1 East (left) and West (Right) elevation.

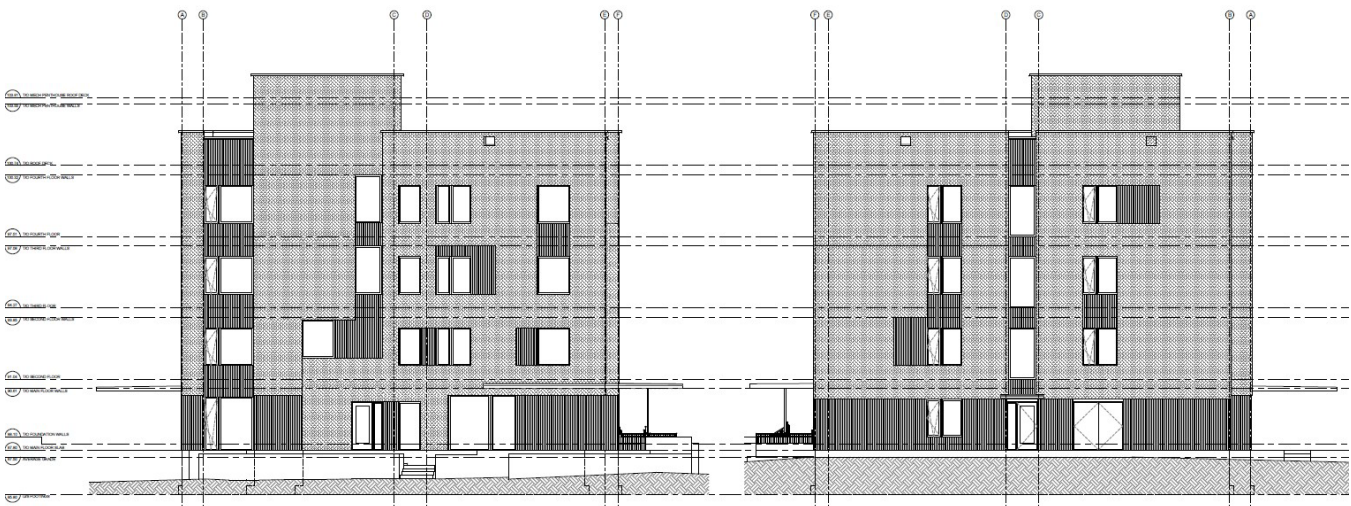


Figure 17 Lot 13 East (left) and West (Right) elevation.

4.0 Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

2.1 Planning for People and Homes

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) Accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) Improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) Improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) Permitting and facilitating:
 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Optimize existing and planned infrastructure and public service facilities;
 - c) Support active transportation;
 - d) Are transit-supportive, as appropriate; and
 - e) Are freight supportive.
- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a) To accommodate significant population and employment growth;
 - b) As focal areas for education, commercial, recreational, and cultural uses;
 - c) To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) To support affordable, accessible, and equitable housing.

The proposed development is consistent with the policies of the Provincial Planning Statement. It represents an efficient use of land within an area that is well served by existing infrastructure, public facilities, employment opportunities, amenities, and community services. The subject site benefits from access to an established active transportation network, including pedestrian and cycling routes in the surrounding area.

In addition, the site is well positioned to support transit use, with convenient access to local bus routes along Heatherington Road and future rapid transit service along Walkley and Heron. Finally, the proposed development will contribute to the supply of housing in the surrounding neighbourhood while contributing a built form that is already well-established in the surrounding community.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions include the following:

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.**
In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. For this reason, this Rationale provides further details of these policy directions and how this proposal meets them in the following sections.

4.2.3 Transect Policy Area and Urban Designation

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject site is located within the Outer Urban Transect which comprises neighbourhoods inside the Greenbelt as shown on Schedule A.

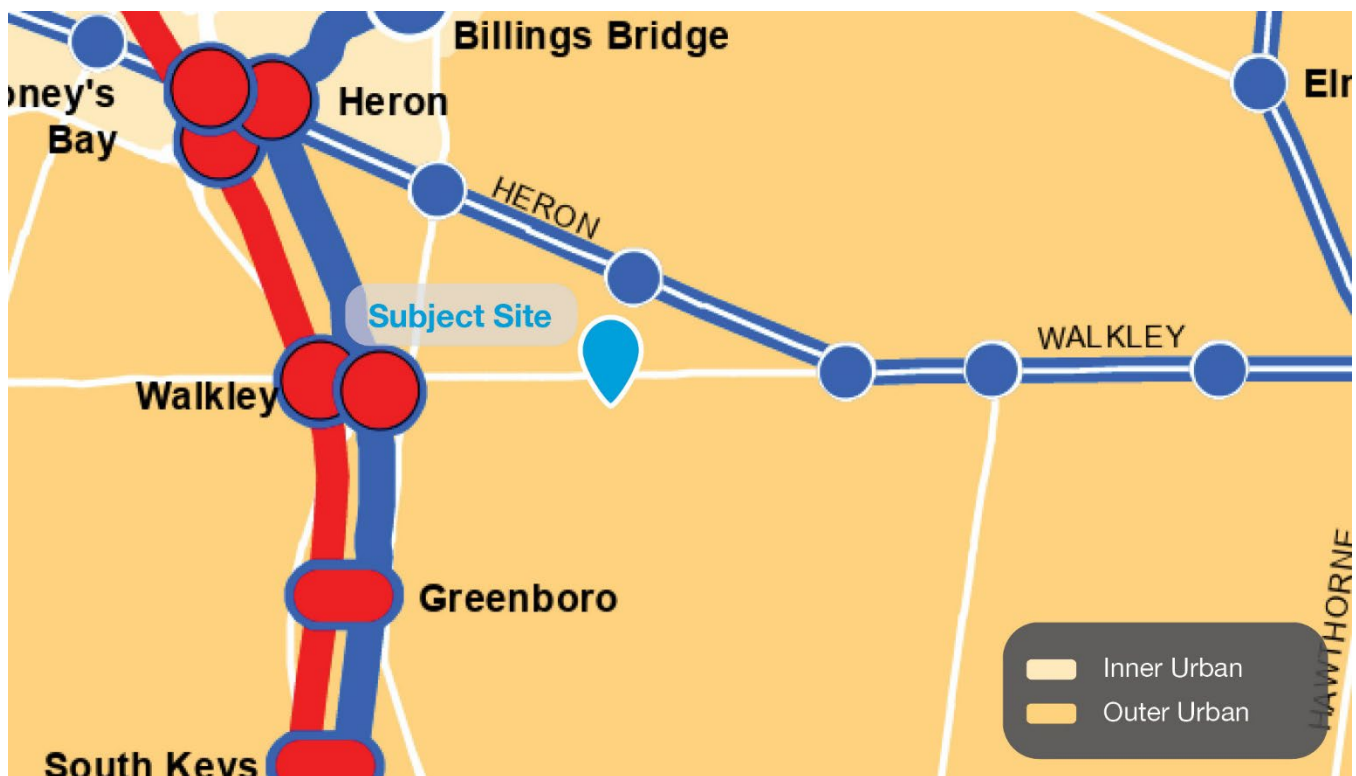


Figure 18: Schedule A - Transect Policy Areas, City of Ottawa Official Plan

Section 5.3 of the Official Plan provides policies related to the Outer Urban Transect.

Section 5.3.1.2 states the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods;
- b) Low- to Mid-rise along Minor Corridors;
- c) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and

- d) Mid- or High-rise in Hubs.

The proposed development will increase residential density within the neighbourhood in a low-rise configuration.

Section 5.3.1.4 states In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

Section 5.3.4.1 states Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan;
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Generally, provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed development aligns with the above policies as it contributes to the creation of missing-middle housing while maintaining a scale and massing that is compatible with the established surrounding neighbourhood. The proposed development broadens the housing choices available in the area by providing options for smaller households.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate land uses and building heights. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

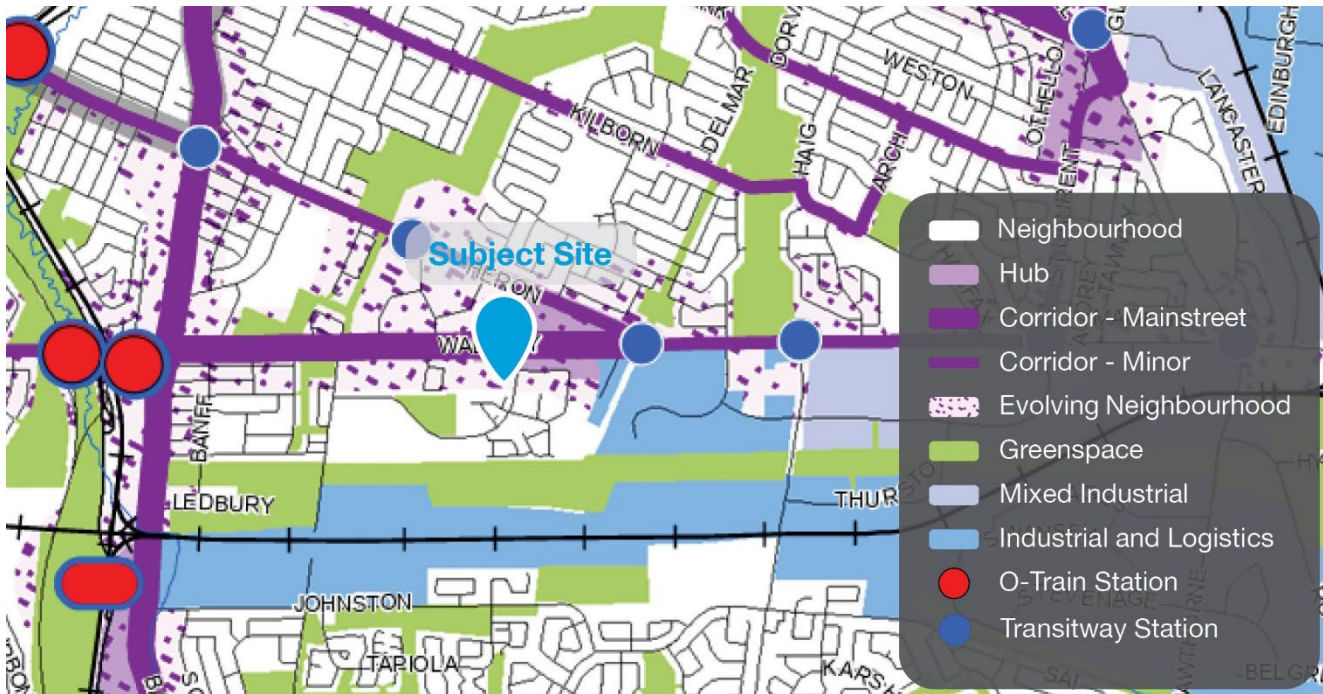


Figure 19: Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan.

Per Schedule B3 of the Official Plan), the subject site is designated as Neighbourhood and is also subject to the “Evolving Neighbourhood” overlay.

Section 6.3 of the Official Plan outlines policies for lands designated as Neighbourhoods. Neighbourhoods are contiguous urban areas that constitute the heart of communities.

Section 6.3.1.2 states that permitted building heights in Neighbourhoods shall be low-rise.

Section 6.3.1.4 states that The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non- residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

- iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

Section 6.3.1.5 states The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The Official Plan designation policies for neighbourhoods specifies a low-rise built form. The proposed development will provide low-rise built forms as specified for this designation. The proposal represents an increase in intensification of an undeveloped area in proximity in a neighbourhood area within the proximity of the Mainstreet Corridor of Walkley road.

4.2.5 Evolving Neighbourhood Overlay

The subject site is also subject to the “Evolving Neighbourhood” overlay. This overlay is applied to areas near Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its growth management framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The proposal introduces an appropriate and established built-form and residential typology within the existing urban context. The development accommodates a range of unit sizes, contributing to greater housing choice and supporting housing affordability. The proposed low-rise buildings represent an efficient use of land and existing municipal infrastructure while reinforcing a compact and context-sensitive form of development.

The proposed low-rise development is aligned with the previous and ongoing city-lead zoning by-law amendment and draft plan of subdivision applications for the site.

4.2.6 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework that forms the basis for the Official Plan. The Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 percent of that growth is to occur within the existing urban area and 46

percent of that growth is within the greenfield portion of the urban area. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located.

Policy 3.2.4 states intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

Policy 3.2.5 states intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

Policy 3.2.8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwellings are broadly categorized into small dwellings (up to two bedrooms) and large dwellings (3 or more bedrooms or an equivalent floor area). Table 3b establishes that in the Outer Urban Transect, the city has set a target of 50% of new units are within the large-dwelling category.

The proposed development represents an appropriate form of intensification that aligns with the policies of the City's Growth Management Framework. The development makes efficient use of an underutilized parcel within the built-up urban area and takes advantage of existing municipal infrastructure, including water, wastewater, and transportation networks. By accommodating additional residential units on lands that are already serviced, the proposal supports the efficient use of public infrastructure and contributes to the broader objective of directing growth to locations where it can be accommodated in a sustainable and cost-effective manner.

The proposed development also represents a productive reuse of a vacant site. The redevelopment of this property will transform an underutilized parcel into a residential development that contributes to the vitality and long-term sustainability of the surrounding area. In doing so, the proposal supports the policy direction that encourages reinvestment in previously developed lands and reduces the need to accommodate growth on greenfield sites.

The proposal represents the first practical step in the overall residential redevelopment program for the lands.

4.2.7 Housing

Section 4.2.1 of the Official Plan outlines policies that enable greater flexibility and an adequate supply and diversity of housing options throughout the city.

Policy 4.2.1.2 states that the City shall support the production of a missing middle¹ housing range of mid-density, low-rise, multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

Policy 4.2.2.1 states an adequate and affordable supply of rental dwelling units is to be provided and maintained by ensuring that, in approving development, the City will:

¹ The City of Ottawa Official Plan defines Missing Middle Housing as low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

- a) Seek to maintain a residential rental vacancy rate of at least 3 per cent among all categories of dwelling units and in all survey areas, as measured by the annual Canada Mortgage and Housing Corporation Rental Market Report; and
- b) Strictly controls the diversion of long-term rental housing units and residential land to dedicated short-term rental use, including through online sharing-economy platforms that enable dwelling units to be rented to the travelling public.

The proposed development would provide a range of housing options contributing to a more diverse and inclusive housing supply. Providing a mix of unit sizes within a low-rise apartment form also contributes to the overall diversity of the surrounding neighbourhood's housing stock. The introduction of apartment units helps broaden the range of available housing types while maintaining a built form that is compatible with the surrounding context. This approach supports gentle intensification and enables additional residents to locate within existing neighbourhoods that are well-served by municipal infrastructure, community amenities, and transportation networks.

4.2.8 Urban Design

Section 4.6 of the Official Plan outlines policies to promote good urban design, built form and site design.

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will minimize potential conflicts between vehicles and pedestrians through a thoughtful site layout that clearly delineates circulation routes, prioritizes pedestrian movement from the ROW, and reduces points of interaction between vehicular access and pedestrian pathways. Features such as defined walkways, appropriate setbacks, and controlled access points will contribute to a safer and more intuitive environment for all users of the site.

In addition, the development will enhance the overall attractiveness of the public realm through the careful integration of building design elements that screen and conceal mechanical equipment and utilities.

Policy 4.6.6.4 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.

The proposed development incorporates dedicated amenity areas within both Lot 1 and Lot 13, strategically located on the ground floors and exterior of each building. These spaces are designed to be easily accessible to residents and to promote active use, social interaction, and a sense of community within the development.

Policy 4.6.6.6 states low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development is responsive to the surrounding context and includes soft landscaping and main entrances at-grade with active street-facing orientation. The two proposed buildings are well-integrated with the surrounding community through a combination of thoughtful site planning, pedestrian-oriented design, and cohesive landscaping. The proposal complements the existing neighbourhood character while contributing positively to the public realm.

4.3 New Urban Design Guidelines for Low-Rise Infill Housing Draft Two

The City of Ottawa is in the process of developing new comprehensive Urban Design Guidelines for Low-rise Infill Housing. Draft Two of the Guidelines is currently available and applicable sections of the Guidelines are below. While low-rise development policies apply citywide, they primarily target areas within the Official Plan neighbourhood designation.

The following guidelines relate to, and are addressed by, the proposed development:

1.0 Site Organization

1.1 Building Placement

- / Guideline 1: Treat all elevations facing the public realm, including streets and parks, as principal façades.
- / Guideline 4: Avoid garage-dominant frontages and long blank walls on principal elevations. Where these conditions are not typical in the existing or planned context.
- / Guideline 5: On deep lots where units rely primarily on side-facing windows for daylight and ventilation, consider providing increased side yard separation beyond minimums to improve access to light and air and reduce overlook to neighbouring yards and windows. Use step-backs, upper-storey setbacks, and window placement to further limit impacts.

1.2 Pedestrian Access

- / Guideline 1: Provide a primary entrance facing the public street.
- / Guideline 2: Make entrances easy to find and reach from the sidewalk with direct routes, lighting, and weather protection where appropriate.
- / Guideline 3: Where multi-unit buildings face a public street, orient primary entrances and principal indoor living spaces toward the public street to support an active frontage.
- / Guideline 4: Coordinate finished floor elevations with site grades to limit steps and ramps and support barrier-free access.

1.3 Bicycles and Vehicles

- / Guideline 1: Provide secure, weather-protected resident bicycle parking within the building where feasible. Use rear or side yard locations only where they do not adversely impact planting space or outdoor amenity function.
- / Guideline 2: Avoid placing resident bicycle storage in front yards and limit visitor bicycle parking at the street to small, well-integrated locations near entrances.
- / Guideline 3: Limit front yard parking and maintain a planted street edge where front access is unavoidable.
- / Guideline 6: Avoid parking layouts that raise entrances above grade.
- / Guideline 7: Limit surface parking. Where larger areas are necessary, break them into smaller courts with landscaped islands, canopy trees, and screening.

1.4 Landscaping and Trees

- / Guideline 8: Maximize planted, permeable landscape and limit hard surfaces to the minimum needed for access, circulation, and essential site elements.

1.5 Outdoor Amenity

- / Guideline 2: Avoid isolated or leftover spaces that are small, awkward, or poorly connected.
- / Guideline 3: Keep garbage storage, loading, and regular vehicle circulation away from amenity edges so spaces remain safe and usable.

1.6 Utilities and Services

- / Guideline 1: Locate garbage storage out of view from streets and public spaces, integrated within the building or placed in rear or side yards with screening and direct, safe collection access. Avoid routing collection through shared amenity areas and barrier-free pedestrian routes. Provide indoor, ventilated waste rooms where feasible.
- / Guideline 2: Locate and screen HVAC, ventilation, and similar equipment to avoid front yards, main entrances, and outdoor amenity areas. Limit noise, vibration, and visual impacts on neighbours and the streetscape while protecting planting space.

2.1 Height and Massing

- / Guideline 3: Support the existing street pattern through building proportions, façade rhythm, and a clear ground-floor presence.
- / Guideline 4: Break up long, fat façades with changes in plane to reduce visual bulk and strengthen street rhythm.

2.4 Roof Design

- / Guideline 1: Use roof forms that fit the building type and street context and avoid shapes that increase perceived height or bulk at the street.

The proposed development satisfies many of the above guidelines for low-rise infill housing through an architectural building design and site layout that facilitates context-sensitive design as well as ensuring the development integrates well with the existing community form and scale. The proposed development of two new low-rise residential buildings also promotes key direction of the Draft Guidelines through focusing on street-oriented main entrances, providing high-quality landscaping, and minimizing the visual impact of parking and service elements.

4.4 Zoning By-law (2008-250)

Under Zoning By-law (2008-250) the subject site is zoned Residential Fourth Density R4M[2982].

The purpose of the Residential Fourth Density Zone is to:

- / allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
- / permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.



The zoning conformance table below provides a summary of the R4M[2982] zone.

Block 1 - Residential Fourth Density R4M[2982] Zoning Conformance Table

Zoning Mechanism	Requirement	Provided	Compliance
Minimum lot area	540 m ²	1901.5 m ²	Yes

Table 162A			
Minimum lot width Table 162A	18 m	27.52 m ²	Yes
Minimum front yard setback Table 162A is superseded by S.144	<p>Front Yard setbacks</p> <ul style="list-style-type: none"> - in the case of an interior lot: - the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s), <ul style="list-style-type: none"> o Which is 7 metres to exterior and 1.8 metres for Boys and Girls Club averaging 4.4 metres - However, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m. <ul style="list-style-type: none"> o 3 metres from the parent zone applies here. 	3 m	Yes
Minimum corner side yard setback Table 162A	3 m	N/A	N/A
Minimum interior side yard setback Table 162A Endnote 3 Section is superseded by S.144	<p>For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:</p> <p>b) Where the building wall is greater than 11 m in height – 2.5 m</p>	2.5 m	Yes

Location of Parking Section 109	<p>In the R4 Zones, no person may park a motor vehicle:</p> <p>a) in a required and provided front yard; or in a required and provided corner side yard.</p>	<p>All vehicle parking in the rear yard.</p>	<p>Yes</p>
Walkway Width (in a front yard or corner side yard)	<p>/ Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping.</p> <p>/The width of a walkway may not exceed: 1.8 m.</p> <p>/A walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.</p>	<p>/ Buffered by > 0.6m</p> <p>/ Width is > 1.8m</p> <p>/ N/A</p>	<p>Yes</p> <p>No</p> <p>N/A</p>
Permitted Projections to Height	<p>Permitted Projections:</p> <ul style="list-style-type: none"> - mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014- 94) 	<p>Only penthouse projects above height limit.</p>	<p>Yes</p>
Permitted Projections to Yards	<p>Canopies and awnings:</p> <ul style="list-style-type: none"> - a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line. <p>Fire escapes, open stairways, stoop, landing, steps and ramps:</p> <ul style="list-style-type: none"> - Wheelchair ramps - no limit. - Other Features: i) where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, 	<p>Projects to Lot Line</p> <p>Projects to Lot Line</p>	<p>No</p> <p>No</p>

	and 2. in the case of the front yard or corner side yard: no closer than 0.6m to a lot line,		
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4.4.1 Planned Unit Development - Section 131

Given the proposed plan of subdivision has not been approved at the time of submission, the proposal would introduce two new residential buildings on the property and therefore, the proposed development is subject to Section 131 of the Zoning By-law (provisions for Planned Unit Developments).

Provision 1 of Section 131 of the By-law states that:

- / Planned unit development is permitted only if:
 - (a) it is in a zone or sub-zone in which a planned unit development is a permitted use;
 - (b) it consists only of uses that are permitted in the zone or sub-zone; and
 - (c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, any development parcels within the planned unit development that are severed need not comply with the dwelling type-specific provisions indicated in Part 6 other than maximum permitted building height.

For a Planner Unit Development (PUD), the applicable by-law provisions are as per the dwelling type, in this case a low-rise apartment building along with the PUD provisions. As listed the Table 5 below, a Planned Unit Development is permitted within the R4M Zone and the by-law includes provisions for a low-rise apartment building within a Planned Unit Development.

The table below outlines how the proposed development generally meets the intent of the Planned Unit Development (PUD) provisions:

Planned Unit Development Provisions

Provisions	Requirement	Provided	Compliance
Min. width of private way	6m	6m	✓
Min. setback for any wall of a residential use to a private way	1.8m	>1.8 metres	✓
Min. setback of a garage entrance from private way	5.2m	N/A	✓
Min. separation between buildings within a Planned Unit Development	For buildings equal to or less than 14.5m: 1.2m	/ >1.2 metres	✓
Parking	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed		✓
Landscaping	In no case may any dwelling unit or oversized dwelling unit located within a Planned Unit		✓

	<p>Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted. (By-law 2020-289)</p> <p>(c) Despite (a) and (b), where a development parcel containing a dwelling unit or oversize dwelling unit, located within a Planned Unit Development in an R1, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversize dwelling unit and the street lot line is subject to the requirements of Sections 139 and 140. (By-law 2020-289).</p>	
<p>Other</p>	<ul style="list-style-type: none"> - the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only, need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height. (By-law 2020-289). 	<p>✓</p>

Block 13 (12) - Residential Fourth Density R4M[2982] Zoning Conformance Table

Zoning Mechanism	Requirement	Provided	Compliance
<p>Minimum lot area Table 162A</p>	<p>540 m²</p>	<p>1901.5 m²</p>	<p>Yes</p>
<p>Minimum lot width Table 162A</p>	<p>18 m</p>	<p>27.52 m²</p>	<p>Yes</p>
<p>Minimum front yard setback Table 162A is superseded by S.144</p>	<p>Front Yard setbacks</p>	<p>3 m</p>	<p>Yes</p>

	<ul style="list-style-type: none"> - in the case of an interior lot: - the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s), <ul style="list-style-type: none"> o Which is 7 metres to exterior and 1.8 metres for Boys and Girls Club equaling 4.4 metres - However, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located, and in no case may be less than 1.5 m. <p>3 metres from the parent zone applies here.</p>		
Minimum corner side yard setback Table 162A	N/A	N/A	N/A
Minimum interior side yard setback Table 162A Endnote 3 Section is superseded by S.144	For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows: b) Where the building wall is greater than 11 m in height – 2.5 m	2.5 m	Yes
Minimum rear yard setback Table 162A Endnote 4 is super seeded by S. 144 The minimum rear yard setback is 25% of the lot depth which must comprise at least 25% of the area of the lot, and need not exceed 7.5 m.	<ul style="list-style-type: none"> - Where a lot's rear lot line abuts any zone other than an R1, R2, R3, or R4 zone, the minimum yard setback is as prescribed in each subzone noted in the Part VI, Residential Subzone tables. 	30.25m	Yes

	<p>25% of lot depth = $71.17 \times 0.25 = 17.79$ but need not exceed 7.5 m.</p> <p>25% of lot area: $2,478\text{m}^2 \times 0.25 = 619\text{m}^2$</p>	832.48m ²	Yes
Maximum building height Table 162A	14.5 m	14.5 m	Yes
Total Amenity Area Table 137(11)	6m ² / unit for 45 units = 270 m ²	328.1m ²	Yes
Communal Amenity Area Table 137(4)(II)	100% of the amenity area required for the first eight units = 48 m ²	328.1m ²	Yes
Minimum Required Aggregated Soft Landscaping Section 139	<p>For a Front / Corner Side Yard Setback of 3 metres +:</p> <ul style="list-style-type: none"> / In the case of any lot with a lot width of less than 8.25 metres, 30%; / In the case of any lot with a width between 8.25 m but less than 12 m, 35%; and / In the case of any lot with a width of 12 m or more: 40% 	< 40%	No
Residential Parking Required Exception 2982	0.25 spaces per unit = 11 spaces	23 spaces	Yes
Visitor Parking Required	Section 102 (Area C): 0.2 per unit = 9	2	No
Parking Aisle Width Section 107	6.0m	6.0m	Yes
Driveway Width Section 107	6.0m	6.0 m	Yes
Parking Lot Landscape Buffer Section 110	N/A	N/A	Yes
Bicycle Parking Rates Section 111	0.5 spaces / dwelling unit = 23	27	Yes
Location of Parking Section 109	In the R4 Zones, no person may park a motor vehicle:	All parking provided in rear yard.	Yes

	b) in a required and provided front yard; or in a required and provided corner side yard.		
Parking Lot Landscaping Minimum Required Width of Landscaped Buffer For a parking lot containing more than 10 but fewer than 100 spaces Not abutting a street:	1.5m	1.015m	No
Total Landscaping	A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area	<15%	No
Walkway Width	Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping. /The width of a walkway may not exceed: 1.8 m. /A walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.	/ Buffered by greater than 0.6m / > 1.8m N/A	Yes No N/A
Permitted Projections to Height	Permitted Projections: mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014- 94)	Only penthouse projects above height limit.	Yes
Permitted Projections to yards	Canopies and awnings: - a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line.	Projects to Lot Line	No

	<p>Fire escapes, open stairways, stoop, landing, steps and ramps:</p> <ul style="list-style-type: none"> - Wheelchair ramps - no limit. - Other Features: i) where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, and 2. in the case of the front yard or corner side yard: no closer than 0.6m to a lot line. 	Projects to Lot Line	No
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4.4.2 Planned Unit Development - Section 131

As noted above, given that the proposed plan of subdivision has not yet been approved, the proposal would introduce two new residential buildings on the property and therefore, the proposed development is subject to Section 131 of the Zoning By-law (provisions for Planned Unit Developments).

Provision 1 of Section 131 of the By-law states that:

- / Planned unit development is permitted only if:
 - (a) it is in a zone or sub-zone in which a planned unit development is a permitted use;
 - (b) it consists only of uses that are permitted in the zone or sub-zone; and
 - (c) the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, any development parcels within the planned unit development that are severed need not comply with the dwelling type-specific provisions indicated in Part 6 other than maximum permitted building height.

The table below outlines how the proposed development generally meets the intent of the Planned Unit Development (PUD) provisions:

Planned Unit Development Provisions

Provisions	Requirement	Provided	Compliance
Min. width of private way	6m	6m	✓
Min. setback for any wall of a residential use to a private way	1.8m	>1.8 metres	✓
Min. setback of a garage entrance from private way	5.2m	N/A	✓
Min. separation between buildings within a Planned Unit Development	For buildings equal to or less than 14.5m: 1.2m	/ >1.2 metres	✓
Parking	Parking within a planned unit development may be located anywhere within the development, whether		✓

	or not the development parcels within the planned unit development are severed	
Landscaping	<p>In no case may any dwelling unit or oversize dwelling unit located within a Planned Unit Development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, and a walkway extending from the private way back to the principal entranceway is prohibited. A path, that is mostly parallel to the street, that provides pedestrian access from the driveway to the principal entranceway of no more than 1.2 m is permitted. (By-law 2020-289)</p> <p>(c) Despite (a) and (b), where a development parcel containing a dwelling unit or oversize dwelling unit, located within a Planned Unit Development in an R1, R2, R3 or R4 Zone within Schedule 342 has frontage on a public street, whether severed or not, the area between the dwelling unit or oversize dwelling unit and the street lot line is subject to the requirements of Sections 139 and 140. (By-law 2020-289).</p>	✓
Other	<ul style="list-style-type: none"> - the entire planned unit development complies with all applicable Sections of the By-law, the provisions set out in this Section and Table 131, however, development parcels within the planned unit development, whether severed or not, that have vehicular access off of the private way only, need not comply with the dwelling type specific provisions indicated in Part 6 other than maximum permitted building height. (By-law 2020-289). 	✓

4.5 New Zoning Bylaw (By-law No. 2026-50)

Ottawa City Council passed a new Zoning By-law No. 2026-50 on January 28, 2026 and brought it into effect on March 11, 2026 under Section 34 of the Planning Act. The new Zoning By-law is subject to a 20-day appeal period and the Ontario Land Tribunal must resolve all appeals before it comes into force. As the Notice of Decision was issued on March 25th, 2026, the appeal period will end on April 14th, 2026. As appeals are expected, it is our professional opinion that

the new Zoning By-law (2026-50) is not applicable to this application which was filed prior to the appeals being resolved, and this submission should be reviewed for conformance only with Zoning By-law (2026-50). Section 34(30) of the planning act, titled “Zoning By-laws” “Coming into Force” States:

- **If one or more appeals have been filed under subsection (19), the by-law does not come into force until all of such appeals have been withdrawn or finally disposed of, whereupon the by-law, except for those parts of it repealed or amended under subsection (26) or as are repealed or amended by the Lieutenant Governor in Council under subsection (29.1), shall be deemed to have come into force on the day it was passed.**

However, the new zoning by-law will be discussed below for reference purposes only.

In the new Zoning By-law, the site is zoned Neighbourhood Zone, Subzone 4, Subzone C - **N4C[2982]**. The purpose of the Neighbourhood Zones is to:

- / Permit a full range of housing options and associated residential uses as contemplated within the Neighbourhoods designation of the Official Plan, and establish standards focused on regulating their built form and function.
- / Regulate density and maximum building height using the primary Neighbourhood Zones, with the N5 and N6 Zones denoting mid- and high-rise respectively.
- / Regulate elements of residential character, such as lot width and yard setbacks, using the N-subzones (A-F), with subzone A representing the most urban character and subzone F representing the most suburban character as defined in Table 6 of the Official Plan. These standards apply to all primary Neighbourhood Zones.
- / The mid- and high-rise zones (N5 and N6) also conditionally permit non-residential uses, so as to permit a range of services in proximity to permitted high-density residential areas to implement the 15-minute neighbourhood policies of the Official Plan.

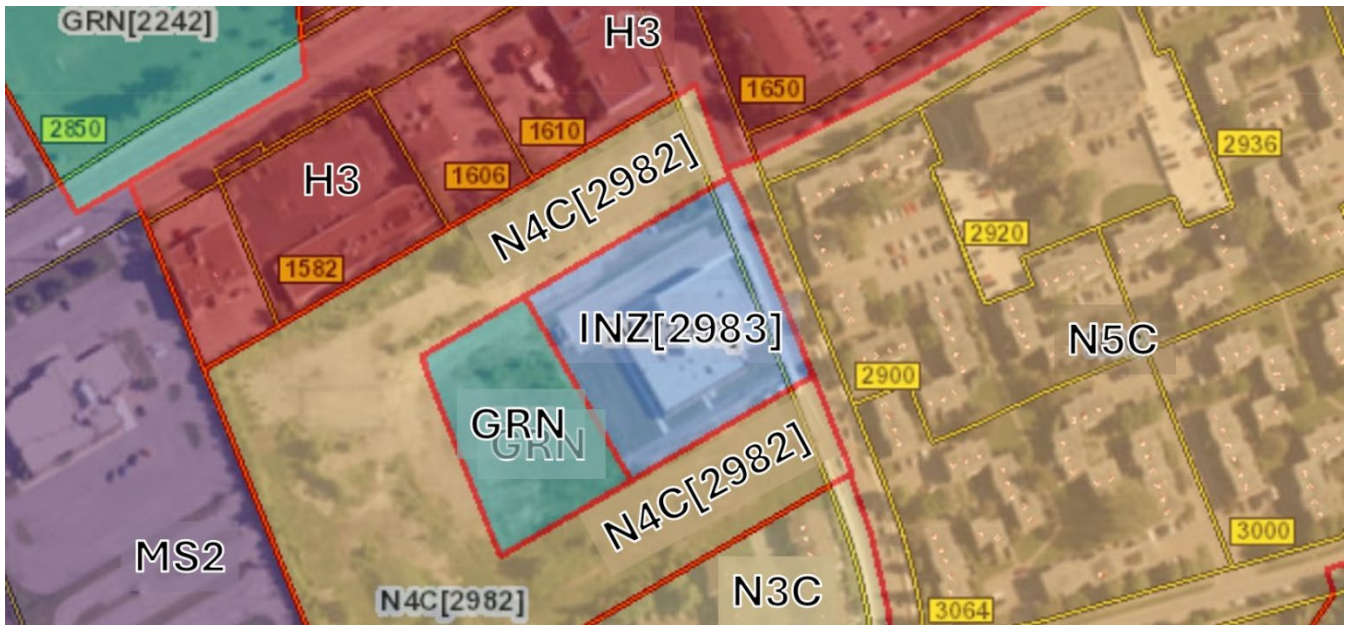


Figure 20 New Zoning Bylaw Mapping

Lot 1 Zoning Conformance Table - - N4C[2982]			
Provision	Requirement	Provided	Conformance
Min Lot Width	10 m	27.3m	YES

Min Lot Area	N/A	1902.0m ²	YES
Maximum Height	14.5m	14.5m	YES
Min Front Yard Setback	4.5m	3m	NO
Min Rear Yard Setback	<p>25% of lot depth</p> <p>despite row (vii), the rear yard setback is not required to exceed 7.5 metres;</p> <p>Average depth: 83m</p> <p>$0.25 \times 83 = 20.75$</p> <p>$= 7.5m$</p>	14.98m	YES
Min Interior Yard Setback	Minimum total interior side yard setback (m): 2.4m	South: 2.9m North: 3.5m	YES
Max Units per lot	n/a		N/A
Min Landscaping Requirements	<p>Any part of any yard must be soft landscaped, except for those parts occupied by:</p> <ul style="list-style-type: none"> • accessory buildings and structures • bicycle parking spaces and aisles • hardscaped pads and paths of travel for waste and recycling management • parking exclusion fixtures as required under subsection 604(6) • patios and swimming pools • pedestrian walkways • permitted driveways, parking aisles and parking spaces • permitted projections • wheelchair ramps, lifting devices and other features that may be required to meet accessibility standards. <p>For the purposes of this section, the following may be counted towards the required soft landscaping in any yard:</p>	N/A	N/A

	<p>(a) terracing and retaining walls necessary for the containment of soil on a lot with a significant change in grade;</p> <p>(b) any planters provided as parking exclusion fixtures as required under subsection 604(6); and</p> <p>(c) the area within the setback from a property line for an accessory building, accessory structure or coach house, where soft landscaping is provided in that space.</p> <p>A walkway may traverse the area required for soft landscaping above, and may be included in the calculated area, provided that where such a walkway extends to the front or exterior side lot line the combined area of the walkway plus any driveway in the same yard does not exceed 50% of the area of the yard.</p>		
Minimum Aggregated Soft Landscaping – Front and Exterior Side Yard	For lots over 12 metres in width and a setback requirement greater than 3 metres: 40% of the yard	>40%	YES
Contiguous area of soft landscaping must be provided in any rear yard	the minimum area of soft landscaping must comprise at least 25 per cent of the area of the rear yard.	<25%	NO
Building Façade Standard	At least one principal entrance per principal building must be located on the front or exterior side facade and provide direct access to the street, or to an adjacent private way in the case of a planned unit development, and may give access to a ground-floor unit or to a common lobby or stairwell.	1 principal entrance faces Heatherington and 1 the private drive aisle.	YES
Min Large Bedroom Dwellings In the case of a low-rise residential use building on a lot of 450 square metres or	For every six dwelling units provided within a building, at least one must have at least three bedrooms, or a minimum	14 two-bedroom units above 80m ²	YES

<p>greater in the N1, N2, N3, N4, N5 and N6 – Neighbourhood Zones and CM1, CM2 – Minor Corridor Zones.</p>	<p>gross floor area of 80 square metres.</p> <p>45/6: 7.5 (8)</p>		
<p>Functional Path of Travel</p>	<p>Where a building contains at least six dwelling units, it must provide one or more functional paths of travel connecting a public street or travelled public lane with:</p> <p>(a) a rear yard; (b) any required garbage, recyclable or organics storage area; and (d) any required bicycle parking area.</p> <p>Of at least: 1.5 metres in width</p>	<p>Provided</p>	<p>YES</p>
<p>Amenity Area</p>	<p>6 square metres per dwelling unit.</p> <ul style="list-style-type: none"> - minimum of 50 per cent of the required amenity area must be provided as communal amenity area <p>Total: 6x45=270m2</p> <p>Communal: 270m2 x 0.50= 135m2</p>	<p>288.1m²</p> <p>288.1m²</p>	<p>YES</p> <p>YES</p>
<p>Projection into Yard</p>	<p>For awnings or canopies: the minimum setback from a lot line is 0.6 metres; and the maximum projection into:</p> <ul style="list-style-type: none"> - interior side yards is two metres; and - Front, rear, or exterior side yards is half the depth of the yard. <p>Accessibility structures and devices have no limit with respect to setback or projection.</p> <p>For fire escapes, landings, open stairways, steps or ramps:</p>	<p>Steps and Canopy Projects to lot line</p>	<p>NO</p>

	<p>where at or below the first floor:</p> <ul style="list-style-type: none"> - in the front or exterior side yards the minimum setback from a lot line is 0.6 metres; and - in the rear or interior side yards no minimum setback. <p>In all other cases:</p> <ul style="list-style-type: none"> - the minimum setback from a lot line is 1 metre; and <p>the maximum projection is 1.5 metres.</p>		
Projection into Height	<p>The following features may project above the maximum building height subject to the listed conditions:</p> <ul style="list-style-type: none"> - elevator, mechanical and service equipment, or a stairway; 	Mechanical penthouse is only projection	YES
Corner Sight Triangles	No obstruction to the vision of motor vehicle operators higher than 0.75 metres above grade	Projections below 60cm.	YES
Min EV Parking	No Requirements for low-rise apartments.	N/A	N/A
Min Res Parking	0 spaces required	6	N/A
Min Visitor Parking	<p>0.1 spaces per dwelling unit</p> <ul style="list-style-type: none"> - no visitor parking spaces are required for the first 12 dwelling units on a lot and the visitor parking requirements apply only to dwelling units in excess of 12. <p>45-12=33</p> <p>33x0.1=3.3</p>	3	YES
Min Bicycle Short-term Parking	minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units= 4	4 to be provided throughout site.	YES
Min Bicycle Long-term Parking	0.75 per unit= 34	24 covered spaces provided.	YES

		Remaining 10 provided throughout site.	
Min Driveway Width	A driveway providing access to a parking lot must have a minimum width of: <ul style="list-style-type: none"> - 3 metres for a single traffic lane; and - 6 metres for a double traffic lane. 	6m	YES
Min Drive Aisle Width	6m	6m	YES
Min Parking Space Dimensions	minimum of 2.6 metres wide; maximum of 3.1 metres wide; and minimum of 5.2 metres long. In the case of accessible parking space(s) required by the <i>Accessibility for Ontarians with Disabilities Act</i> , as amended, the minimum and maximum dimensions are governed by the Traffic and Parking By-law.	minimum of 2.6 metres wide; maximum of 3.1 metres wide; and minimum of 5.2 metres long.	YES
Parking Lot Screen	Where the perimeter of a parking lot abuts a N1, N2, N3, N4, N6 and N6 – Neighbourhood Zones, it must be screened from view by an opaque screen with a minimum height of 1.5 metres.	To be applied at detailed design.	TBD
Parking Lot Landscape Buffer	A soft landscaped buffer must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer: <ol style="list-style-type: none"> 1. for a parking lot with 10 or fewer spaces: one metre; 	1.5m	YES
Parking Lot landscape Total	A minimum percentage of the parking lot area must consist of soft landscaping as follows: <ul style="list-style-type: none"> - 100 or fewer parking spaces: 15 per cent of the parking lot area; or 	<15%	NO
Refuse Collection and Storage Screen	All outdoor refuse collection and refuse loading areas	To be applied at detailed design.	TBD

217(6).	contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 metres		
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Lots 13 - Zoning Conformance Table - N4C[2982]			
Provision	Requirement	Provided	Conformance
Min Lot Width	10 m	30	YES
Min Lot Area	N/A	N/A	N/A
Maximum Height	14.5m	14.5m	YES
Min Front Yard Setback	4.5m	3.0m	NO
Min Rear Yard Setback	25% of lot depth, despite row (vii), the rear yard setback is not required to exceed 7.5 metres;	30m	YES
Min Interior Yard Setback	Minimum total interior side yard setback (m): 2.4	North: 3m South: 6.7m	YES
Max Units per lot	n/a	N/A	N/A
Min Landscaping Requirements	<p>Any part of any yard must be soft landscaped, except for those parts occupied by:</p> <ul style="list-style-type: none"> • accessory buildings and structures • bicycle parking spaces and aisles • hardscaped pads and paths of travel for waste and recycling management • parking exclusion fixtures as required under subsection 604(6) • patios and swimming pools • pedestrian walkways • permitted driveways, parking aisles and parking spaces • permitted projections • wheelchair ramps, lifting devices and other features that may be required to meet accessibility standards. <p>For the purposes of this section, the following may be</p>	Provided	YES

	<p>counted towards the required soft landscaping in any yard:</p> <p>(a) terracing and retaining walls necessary for the containment of soil on a lot with a significant change in grade;</p> <p>(b) any planters provided as parking exclusion fixtures as required under subsection 604(6); and</p> <p>(c) the area within the setback from a property line for an accessory building, accessory structure or coach house, where soft landscaping is provided in that space.</p> <p>A walkway may traverse the area required for soft landscaping above, and may be included in the calculated area, provided that where such a walkway extends to the front or exterior side lot line the combined area of the walkway plus any driveway in the same yard does not exceed 50% of the area of the yard.</p>		
Minimum Aggregated Soft Landscaping – Front and Exterior Side Yard	For lots over 12 metres in width and a setback requirement greater than 3 metres: 40% of the yard	<40%	NO
Contiguous area of soft landscaping must be provided in any rear yard	the minimum area of soft landscaping must comprise at least 25 per cent of the area of the rear yard.	<25%	NO
Building Façade Standard	At least one principal entrance per principal building must be located on the front or exterior side facade and provide direct access to the street, or to an adjacent private way in the case of a planned unit development, and may give access to a ground-floor unit or to a common lobby or stairwell.	One principal entrance faces Heatherington and one on the internal drive aisle.	YES
Min Large Bedroom Dwellings	For every six dwelling units provided within a building, at least one must have at least	14 two-bedroom units above 80m2	YES

	<p>three bedrooms, or a minimum gross floor area of 80 square metres.</p> <p>45/6: 7.5 (8)</p>		
Functional Path of Travel	<p>Where a building contains at least six dwelling units, it must provide one or more functional paths of travel connecting a public street or travelled public lane with:</p> <p>(a) a rear yard; (b) any required garbage, recyclable or organics storage area; and (d) any required bicycle parking area.</p> <p>Of at least: 1.5 metres in width</p>	Provided	YES
Amenity Area	<p>6 square metres per dwelling unit.</p> <ul style="list-style-type: none"> - minimum of 50 per cent of the required amenity area must be provided as communal amenity area <p>Total: $6m \times 45 = 270m^2$</p> <p>Communal: $270m \times 0.50 = 136m^2$</p>	<p>328m²</p> <p>328m²</p>	<p>YES</p> <p>YES</p>
Projection into Yard	<p>For awnings or canopies: the minimum setback from a lot line is 0.6 metres; and the maximum projection into:</p> <ul style="list-style-type: none"> - interior side yards is two metres; and - Front, rear, or exterior side yards is half the depth of the yard. <p>Accessibility structures and devices have no limit with respect to setback or projection.</p> <p>For fire escapes, landings, open stairways, steps or ramps:</p>	Canopy and stairs project to lot line.	NO

	<p>where at or below the first floor:</p> <ul style="list-style-type: none"> - in the front or exterior side yards the minimum setback from a lot line is 0.6 metres; and - in the rear or interior side yards no minimum setback. <p>In all other cases:</p> <ul style="list-style-type: none"> - the minimum setback from a lot line is 1 metre; and - the maximum projection is 1.5 metres. 		
Projection into Height	<p>The following features may project above the maximum building height subject to the listed conditions:</p> <ul style="list-style-type: none"> - elevator, mechanical and service equipment, or a stairway; - 	Only mechanical penthouse projects above height limit	YES
Corner Sight Triangles	No obstruction to the vision of motor vehicle operators higher than 0.75 metres above grade	Projections below 60cm.	YES
Min EV Parking	No Requirements for low-rise apartments.	N/A	N/A
Min Res Parking	0 spaces required	23	YES
Min Visitor Parking	<p>0.2 spaces per dwelling unit</p> <ul style="list-style-type: none"> - no visitor parking spaces are required for the first 12 dwelling units on a lot and the visitor parking requirements apply only to dwelling units in excess of 12. <p>45-12=33</p> <p>33x0.1=3.3</p>	3	YES
Min Bicycle Short-term Parking	<p>minimum 2 spaces with an additional 1 space per 20 dwelling units where a building contains more than 21 dwelling units</p> <p>= 4 spaces</p>	4 provided throughout site.	YES

Min Bicycle Long-term Parking	0.75 per unit = 34	27 provided in covered location. Remaining 7 provided throughout site.	YES
Min Drive Way Width	A driveway providing access to a parking lot must have a minimum width of: <ul style="list-style-type: none"> - 3 metres for a single traffic lane; and - 6 metres for a double traffic lane. 	6m	YES
Min Drive Aisle Width	6m	6m	YES
Min Parking Space Dimensions	minimum of 2.6 metres wide; maximum of 3.1 metres wide; and minimum of 5.2 metres long. In the case of accessible parking space(s) required by the <i>Accessibility for Ontarians with Disabilities Act</i> , as amended, the minimum and maximum dimensions are governed by the Traffic and Parking By-law.	minimum of 2.6 metres wide; maximum of 3.1 metres wide; and minimum of 5.2 metres long.	YES
Parking Lot Screen	Where the perimeter of a parking lot abuts a N1, N2, N3, N4, N6 and N6 – Neighbourhood Zones, it must be screened from view by an opaque screen with a minimum height of 1.5 metres.	To be applied at detailed design.	TBD
Parking Lot Landscape Buffer	A soft landscaped buffer must be provided between the perimeter of a parking lot and a lot line, and a driveway may cross the soft landscaped buffer: <ul style="list-style-type: none"> - for a parking lot with more than 10 but fewer than 100 spaces: 3.5 metres 	1 – 0.9 m	NO
Parking Lot landscape Total	A minimum percentage of the parking lot area must consist of soft landscaping as follows:	<15%	NO

	- 100 or fewer parking spaces: 15 per cent of the parking lot area; or		
Refuse Collection and Storage Screen 217(6).	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be screened from view by an opaque screen with a minimum height of 2 metres	To be applied at detailed design.	TBD

Requested Amendments

As noted in the zoning conformance review above, the proposed development requires amendments to the existing R4M zoning to amend certain site-specific provisions of the By-law. In our opinion, the requested Zoning By-law Amendment to facilitate the development of two low-rise apartment buildings is consistent with the Provincial Policy Statement, conforms to the Official Plan, and is both compatible and appropriate for the development of the lands in this area.

Although minor relief is required from certain zoning by-law provisions, the proposed buildings maintain adherence to the majority of provisions for the zone including permitted uses and maximum height restrictions.

The proposed minor relief from the Zoning By-law to facilitate the development is appropriate in this instance as it aims to facilitate two compatible low-rise apartment dwellings within an established community able to accommodate residential growth. The proposed development seeks to provide additional housing choices, and ensure a residential character is maintained. The proposed use complies with the City of Ottawa Official Plan by locating a low-rise building within a Neighbourhood Designation. The proposed use also contributes to the density targets stated in the immediate area. Further, the proposed height complies with zoning permission and the direction the City of Ottawa Official Plan.

The MZBLA would revise various zone provisions of the City of Ottawa's Zoning By-law, including a decreased front yard setback, modified landscape area and parking lot buffer requirements, and reduce required parking for OCH tenants. As identified in the forthcoming application review process, additional changes to the By-law may be identified for the building, landscaped areas or parking spaces.

The proposed zoning amendment would be facilitated through a zoning schedule and exceptions. The schedule and exception will be a tool to ensure that site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment process. The exception and schedule will control built form, height, and conditions along Heatherington to protect the low-rise, residential character of the street.

The proposal includes fitting landscaping, glazing, and residential entrances along Heatherington and the future new ROW which enhance the interface between the proposed buildings and the public ROW. Through strategic placement of the building entrances, and landscaping features, the front lawn along Heatherington is optimized to allow for communal passive and active use to bring ample animation to the public realm while the front facing elevations, window and door placement, and overall height of the proposed building complements and reinforces the residential character of this community.

/ **Minimum Required Parking Spaces & Visitor Parking (Section 101 & 102)**

When considered as a whole, the two development site provides 34 parking spaces which would exceed the resident parking requirement for the zone if the development was on one site. In that way, the applicant is not seeking a reduction for Lot 1 parking requirements due to various reasons, including the fact they envisioned using the additional, unused parking for Lot 13 once they fully understand the parking operational requirements of the development. Similarly, visitor parking can be accommodated on street, whether that be along the existing Heatherington ROW, or within the new ROW proposed through the pending Draft Plan of Subdivision application.

Due to the proximity to transit and use of the proposed development as affordable and supportive housing, a reduction in the minimum required parking spaces is requested.

The proposed reduced parking rates are appropriate for the context, given the needs of OCH tenants, reasonable proximity to transit, local bus routes, and proximity to employment and amenities (shopping, community services and schools). Through this proposal, the proposed development coincides well with strong transit connectivity and walkability, and is mindful of the proposed approach that reducing available

parking may contribute to increased transit ridership, and respond well to market conditions for transit-focused renters.

A number of Transportation Demand Management (TDM) measures could also be considered at Site Plan Control including partnership with car share company, eligibility of residents for reduced fare passes, separating the cost of parking from rent, and providing multimodal information as part of new tenant package. Bicycle parking is also being provided at a 1:1 ratio for the development.

Further, the new Zoning By-law, currently in the appeal period does not require resident parking minimum and instead allows property developers to allocate parking based on their operational needs. For this project, the proposed parking supply for both sites exceeds operational requirements as indicated by OCH.

/ **Parking Lot Buffer & Yard Landscaping Areas**

As noted, the site is subject to the future draft plan of subdivision, and through that process appropriate landscaping approaches, and mitigation tools will be utilized where full landscaping requirements and parking lot buffers are not adhered to. In discussions with City Staff, the Ward Councillor, and OCH, further mitigation tools will be considered such as additional landscaping of board-fencing to improve the condition. As per the submitted landscape plan, ample landscaping is proposed in the front, side, and rear yards for both sites.

Certain provisions relating to total soft landscaping and parking lot landscaping require zoning relief. However, the landscaping program includes street trees, shrubs, and strategically located buffers between abutting properties to ensure adequate transition to neighboring existing and future residential uses and the public realm.

6.0 Conclusion

It is Fotenn's professional opinion that the proposed Minor Zoning By-law Amendment and the Site Plan Control Application, represent good planning and are in the public interest for the following reasons:

Application Conforms to the Intent of the City of Ottawa Official Plan

The proposed development is comprised of two low-rise apartment buildings which conform with policies in the Official Plan for growth management, design, and unit typologies. Official Plan policies for the Outer Urban Transect state that low-rise development will be located on the periphery of Neighbourhood and Minor Corridor Designations and that low-rise multi-unit dwellings will be located in Neighbourhoods. The proposed development will contribute to a greater diversity of housing options, including large-household units, and varied tenancy types in the Outer Urban Transect. The proposed development supports the density targets of the Official Plan for this area.

Application Conforms to the Intent of the City of Ottawa Zoning By-law

Although amendments to the zoning framework are required, it is our professional opinion that this application proposes appropriate Amendments to the Zoning By-Law through providing context sensitive residential development. The proposal maintains adherence to the majority of zoning provisions including permitted uses and maximum building height, and maintains the intent of the by-law overall.

Application is Supported by Technical Studies

The reports and studies required by the City of Ottawa for this submission were prepared and are submitted alongside this Planning Rationale. These materials are supportive of the proposed development subject to the recommendations and guidelines detailed therein.

Application Facilitates the Direction of the Draft Plan of Subdivision

The proposed development represents the next step in the City led initiative to redevelop the property and is aligned well with the direction of the draft plan of subdivision for the area.

Application Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, promoting diverse public and private mobility options, and contributing to the range and availability of housing for various ages and incomes within the Outer Urban Transect.

Based on the above analysis, it is our professional opinion that the proposed development represents good planning and is therefore in the public interest.

Sincerely,



Tim Beed, MCIP RPP
Associate, Planning



Mark Ouseley, MES
Planner